HURT BY DISCRIMINATION

M. H. DAVIS DECLARES THAT THE MILLING BUSINESS HAS BEEN INJURED THROUGH LOW RATES ON GRAIN FOR EXPORT.

The Interstate Commerce Commission, which on Monday began an investigation into the differences which now exist between export and domestic rates on grain and grain products from the West to this port, continued the hearing yesterday in Room No. 43 of the Federal Building.

W. H. Joyce, freight traffic manager of the Pennsylvania Railroad Company, was the first witness the morning session. Mr. Joyce was questioned by Mr. Day. The witness said that for the last six or seven weeks there had been a difference in the for export. The rate for the raw material was lower than that for flour, etc. Competition between the carriers from the West to the seaboard and competition abroad, he believed, had caused this change in rates. His company, he said, had been opposed to issuing through bills of lading.

Mr. Joyce corroborated the testimony of the witnesses examined on Monday by stating that no comparison could be made between the rates charged for grain shipped from the West for domestic use and that shipped for export to Europe. Grain shipped for export was shipped in great bulk

than that shipped for domestic use.

C. S. Wight, general traffic manager of the Baltiducts had been carried at the same rate for domestic use for many years. Until the last year there had been no difference in the published rate there had been a difference, the rate in export grain being lower than that on export grain prod-

ucts, Competition was the cause,
M. H. Davis, president of the National Association and Winter Wheat Millers' League, gave testimony from the point of view of the American milschant millers engaged in the manufacture of flour for domestic and export trade. It has a membership of about two hundred milling concerns, repsenting an investment of not less than \$50,000,000 with an aggregate capacity of about 75,000 barrels a day. Altogether there is invested in the mills of

Mr. Davis stated with a great deal of earnestness that the discrimination made by the railroads in the rates for export grain and export flour was a great blow to the milling interests of the United States. It seemed to be a question of railroad policy as against public policy. The export of flour could be largely increased if the flour was carried by the railroads to the scaboard at as low or at a lower rate than the rate for the raw material. If this should be done it would result in the manufacture of all the raw material into flour by the miliers of this country for export. Such a course would result in giving to the United States an opportunity to grow at least two million bushels of wheat in excess of what we now grow, as there would be a greater demand for our flour abroad. Under the present system the advantage given to the raw material in the matter of rates cables our rivals in Europe to mix our high-class wheat with the dirty wheat of India, with the defective wheat of the Argentine Republic and with the poorly harvested wheat of Russia. A great deal of this foreign wheat could not be used, if they did not have our high-class wheat to mix with it. Thus it would be that the demand for our growth of wheat would increase.

Mr. Davis said that it was not clear to his mind that it cost the railroads any more to carry flour than it did to carry wheat.

Mr. Davis said that if the present discrimination was continued between wheat and flour for export the milling interests in this country would be ruined. On the other hand, he admitted that if the rates were favorable to the export of flour the business of the grain exporters here would be hurt. A good average crop of wheat in this country for a year would be 80,000,000 bushels, of which 350,000,000 bushels as a surplus, of which 40,000,000 would go for seeding purposes and 100,000,000 bushels as a surplus, of which 40,000,000 would go for seeding purposes and 100,000,000 bushels as a surplus, of the Executive Committee of the Winter Wheat Millers' League, a Davis stated with a great deal of earnestness that the discrimination made by the railroads

MONNETT ON STANDARD OIL OHIO'S ATTORNEY-GENERAL TESTIFIES BEFORE THE INDUSTRIAL COMMISSION.

Washington, May 16.-Frank S. Monnett, Attoney-General of Ohlo, was before the Industrial Commission to-day as a witness in the trust investigation. His testimony related almost the Standard Oil Company, against which he has been proceeding in his ficial capacity in Ohio. Mr. Monnett said the tributed as to control all the operations pertaining to the production, transportation, refining and delivery of the products of the oil wells in Obio including even its own telegraph system. He also complained of the discrimination in railroad rates in favor of the Standard company tank lines, saying that it was equal to 400 per cent against the ordinary citizen. Mr. Monnett gave figures showing the capital

stock of the twenty companies comprising the rust, as well as their valuation, showing the cap-Stallyation to amount in the aggregate to \$102 233,000, and the valuation to \$121,631,000. He said the trust could make its dividends whatever it desired, as it completely controlled the retail price of oil. He told of the distribution of the stock of the trust, saying that the trustees held 466,280 of the 700,000 shares, and that John D. Rockefeller, as chairman of the trustees, held a majority of the stock thus distributed, giving him the balance

"This gives him absolute individual control," re marked Mr. North, to which Mr. Monnett replied: "Yes, it is practically a one-man power. He ith his henchmen has general control, and in some instances he has absolute control in himself, He can fix his own salary, which is, I understand, \$30,000 a year as chairman of the Board of Trustees, and can do various other things."

He said the original value of the plant of the trust was \$97.250,000, but this figure should now be multiplied by five. Mr. Monnett insisted that the way to control the trusts was to control the transportation companies, which he thought the courts could do, and if the courts could not do this the charters of the roads should be taken from them The Government had no more right to permit discrimination or other abuses by the railroad com-panies in the interest of monopolles than it had to permit counterfeiting. "The Attorney-General of New-Jersey could secure a regulation of this dis-

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crimination within sixty days if he would take it in hand."

crimination within sixty days if he would take it in hand."

Mr. Monnett estimated that the gross receipts of the trust were \$120,000,000 a year on the Ohio product alone, and all was profit over four cents a gallon on refined oil. He regarded the yearly earnings of the company as greater than the value of all the farm products of the State.

At the afternoon session Mr. Monnett said in reply to a question from Commissioner Kennedy that he did not wish to discuss the charve that the Standard Oil Company had been guilty of attempts at bribery to prevent judicial investigation, as that matter was at present under investigation by the Ohlo Supreme Court. He could, however, testify that the company had secured the services of railroad agents all over the country to report on the movements of rivals, and he knew of one instance in which the clerk of a rival concern had been employed to supply the details of his employers' operations to the Standard company. The company also had its "buzzards" everywhere. These were appointed to follow the wagons of rivals and secure data, on which the company could operate. When rivals were driven out of a field by reducing rates the prices immediately went up. He did not agree with the statement that the Standard company was entitled to credit for the reduction of the price of oil, believing this reduction to be due entirely to other agencies.

Referring to the necessity of controlling the transportation agencies, as the remedy for the evils of which he complained. Mr. Monnett said that no course could be too severe if nothing less would produce the desired result. The States had the remedy of depriving the railroad companies of their charters, and this should be resorted to if they failed to treat all with equal fairness.

There will be no nore witnesses before the Commission until next Friday.

CAR BUILDERS CONSOLIDATE.

Elizabeth, N. J., May 16 .- The Brill Car Manu facturing Company has consolidated with the Stephenson Car Company, and will soon begin the building of cars in the Elizabeth plant. A large foundry will soon be erected on the site now oc-cupied by the company, and several hundred more hands will be employed, and the big works will be used to the utmost capacity to fill the orders already on hand. Property about the big plant is selling rapidly, and the neighborhood is being quickly populated.

TALK OF A PEANUT TRUST.

Nothing could be learned here yesterday regarding the formation of a peanut trust, negotiations for which, a Norfolk dispatch sald yesterday, were mentioned as one of the promoters. The dispatch further said that the purchase price for the various plants and stocks, the options for which are held, would aggregate from \$750,000 to \$1,000,000, held, would aggregate from \$550,000 to \$1,000,000, and that G. N. Morton, of New-York, was the capitalist behind the movement.

At the office of Mr. Morton, in the Empire Building, it was learned that he was in the South, and was not expected home for two days. Mr. Smith was not at his office, in the Empire Building, when a Tribune reporter called in the afternoon, but it was said that he had just arrived from Norfolk.

The Virginia peanut-cleaning establishments, which the trust is said to be after, are situated at Norfolk, Smithfield, Suffolk, Petersburg, Wakefield and Franklin.

PLOUGH TRUST SCHEME BROADENS.

It was reported vesterday in Wall Street that the plough manufacturers of the country was still in progress, and that negotiations would soon be comprogress, and that negotiations would soon be completed. As originally planned, the combination was to embrace only plough makers, but it has since broadened out so that makers of all kinds of agricultural implements will be included. It is said that over 85 per cent of all these interests would be absorbed. The company, according to report, is to have a capitalization of \$50,000,000, of which half will be 7 per cent cumulative preferred stock and the other half common stock. The United States Mortgage and Trust Company, it is understood, is to finance the combination.

DENIAL BY MR. FRICK.

NOT READY FOR SUBSCRIPTIONS TO NEW CAR NEGIE STEEL COMPANY.

Pittsburg, May 16 .- H. C. Frick flatly denies the story published this morning to the effect that books had been thrown open for public subscriptions to the stock of the reorganized Carnegie Steel Company in Chicago, Pittsburg, New-York, Boston and Philadelphia. He says:

"The consolidation or merging of the Carnegie Steel Company and the Frick Coke Company in-terests is yet in a formative state. No definite plans have been concluded, financial or otherwise. We have not authorized any statements or publi-cations as to our business and its earnings, past, present or prospective."

A PROSPEROUS YEAR FOR RUBBER.

New-Brunswick, N. J., May 16 (Special) .- The seventh annual meeting of the stockholders of the United States Rubber Company was held at th was attended by a large number of stockholders. The report of President Frederick M. Shepard, who presided at the meeting showed that the factory properties have been kept in good condition, and that the business of the company for the year was

The report of Charles R. Flint, the treasurer showed assets on March 31, the close of the fiscal year, as follows: Cash, \$557,666 79; notes and ac-\$1.617.609 85; investments, \$46.910.508 78; total. \$50,884,941 30. The liabilities were: Preferred stock, \$23,525,500; common stock, \$23,666,000; accounts pay-\$217,634.84; total, \$49,129,398.34. The balance is \$1,764,542.95. From this amount there is reserved for dividends in April and July \$81,029, leaving a surplus of \$823,522.96. On March 31, 1298, the surplus was \$108,913.59.

The concerns in which this company has investments earned, in excess of dividence has investments. able, \$1.711,263 50; due companies for goods sold,

concerns in which this company has invest-earned, in excess of dividends paid, \$428,-

ments earned, in excess of dividends paid, 268, 28138.

The following directors were elected: Samuel P. Colt, Frederick C. Sayler, of Providence, R. I.; E. S. Converse, H. E. Converse, Lester Leland, of Boston; Charles R. Flint, James R. Ford, J. Howard Ford, Robert M. Galloway, Charles Stuart Smith, John D. Vermeule, George E. Weed, of New-York; Henry L. Hotchkiss, Charles L. Johnson, of New-Haven; Mahlon C. Martin, of New-Brunswick; Frederick M. Shepard, of East Orange, and Samuel M. Williams, of Williamsport, Penn.

Two changes were made in the constitution, increasing the number of directors from fifteen to not more than nineteen, and the membership of committees from five to not more than line. Henry Bald, of New-York, was named to audit the books of the local factory.

PETITIONS IN BANKRUPTCY.

Bernard Mahon, contractor, of No. 60 Liberty-st who lives at Branchport, N. J., has filed a petition in bankruptcy, with liabilities of \$82,463. The ts consist of debts due him to the amount of

Malcolm C. Anderson, of No. 141 Broadway, who Malcolm C. Anderson, of No. 141 Broadway, who has been engaged in mining, filed a petition in bankruptcy yesterday, with liabilities of \$218,972 and no assets. Of the liabilities \$94,146 are secured and \$05,826 unsecured. Most of the debts were contracted in Denver, Col., in 1892.

Another theatrical manager has filed a petition in bankruptcy-Ira J. La Motte, who lives at No. West Thirty-fourth-st, and has his office in the Manhattan Theatre building, Thirty-third-st, and Broadway. His liabilities are \$10,168. He has no assets, except clothing valued at \$33 and one pair of eyeglasses. He was formerly manager of the Schiller Theatre, Chicago, and of the Metropolis Theatre, this city, it is said.

Alexander Reiman, of No. 18 West Fourth-st., has filed a petition in bankruptcy, with liabilities of \$23,070 and no assets. He was a partner in Stransky, Reiman & Aarons, drygoods dealers, in One-hundred-and-twenty-fifth-st.

LOCAL BUSINESS COMPLICATIONS.

Archer E. Thompson made an assignment yesterday to David E. Kemlo. It is said that Mr. Thompson is a sor of the late Lucas Thompson, who was an importer of linens for forty years at No. 40 Lispenard-st. Lucas Thompson died about eighteen months ago. Archer E. Thompson lived eleven years in South America, principally at Val-paraiso.

Judgment for \$106,226 was entered yesterday against James M. Rowan, as surviving partner of James M. Rowan & Co., formerly in business at Palmyra, N. Y., in favor of Pliny T. Sexton for balance due on money loaned to the firm prior to 1881 and interest.

Judgment on a note for \$27,073 was entered yesterday against the Ferguson Land and Cattle Company, a New-Jersey corporation, of which Thomas Russell, of No 15 State-st., was treasurer, in fa-vor of Philip B. Sheridan.

NOTES OF THE STAGE.

"His Excellency the Governor" has been so prosperous at the Lyceum Theatre that it has been decided to transfer it to the Empire Theatre on Monday night and there continue the run.

"Because She Loved Him So," which passed its 150th performance at the Madison Square Theatre on Monday, will end its run there on Saturday night. It goes at once to Chicago for an all-summer stay at Powers's Theatre.

Alexander Zanfretta, the old clown and acrobat, who died on Saturday at St. Peter's Hospital, in Brooklyn, was buried yesterday in the Cemetery of the Evergreens. Mr. Zanfretta was born in England sixty-nine years ago and came to this country twenty-five years ago. He was known for many years as a circus clown, variety actor and

Dr. William J. M. Barry has brought a suit for \$4,000 against Charles H. Hoyt, the theatrical manager and writer. It is for expenses alleged to have

ADJ. W. G. BATES ELECTED MAJOR.

MAY BE THE NEXT COLONEL OF THE SEV-ENTY-FIRST REGIMENT.

The election for major in the 71st Regiment to fill the place made vacant by the resignation of Major Francis took place last night, and resulted in the choice of Adjutant William G. Bates, as predicted in The Tribune some time ago. The lieuenant-colonelcy and the colonelcy of the regiment are still vacant, and it is probable that the new major will be advanced to the command of the regiment as soon as the case of Major Smith has

The new major was born in New-York City July 1860, and comes of New-England stock. Both his father and mother's families have lived in the



WILLIAM G. BATES Elected major of the 71st Regiment

New-England States for many generations. He was educated in Columbia Grammar School, and entered Columbia College at the age of seventeen. He was graduated in 1889, and two years later was graduated from Columbia Law School and took his examination for admission to the bar in New-York City, being one of five in a class of sixty-nine especially commended by the examiners for the

In 1886 he began the practice of the law, which he has continued ever since. He now ranks among five years was promoted to corporal and to sergeant, and finally, in 1891, was appointed by Colonel

geant, and finally, in 1891, was appointed by Colone:
Appleton sergeant-major. In 1892 he was appointed
regimental adjutant of the 71st Regiment, which
position he has held ever since.
When the war with Spain broke out he volunteered for service, and was mustered in on May 10,
1898, as adjutant of the Tist Regiment, and went
with that regiment to Florida. On June 3, 1898, he
was promoted to be captain and Assistant Adjutant-General, United States Volunteers, and was
directed to accommany General Greene to the tant-General, United States Volunteers, and was directed to accompany General Greene to the Philippine Islands. He sailed from San Francisco on June 15 as Assistant Adjutant-General, second detachment, Philippine expeditionary forces, Eighth Army Corps. Department of the Pacific. He arrived at Manila on June 16, 1898, and was made Assistant Adjutant-General of the 2d Battalion, Second Division, Eighth Army Corps. He was present at all the engagements before the city of Manila, including the taking of the city, and was one of the first officers to enter the city. The honor was accorded to him of hauling down one of the three Spanish flags which were flying in Manila on that day. on that day.

At the end of the campaign he was recommended

At the end of the campaign he was recommended for promotion for services by General Greene, which recommendation was approved by General Merritt. On the last of August he was detached from the Eighth Corps and directed to accompany General Greene to Washington. He was honorably discharged from the United States service October 15, 1896, and resumed his duties as adjutant of the 71st Regiment when that organization was mustered out of the United States service.

Major Bates is a member of the Union League Club, the Psi Upsilon Fraternity, Sons of the Revolution, the New-England Society, Military Order of lution, the New-England Society, Military Order of Foreign Wars and the 7th Regiment Veterans.

OBITUARY

JOHN W. AMBROSE.

John W. Ambrose, president of the South Brooklyn Railroad and Terminal Company, died Monday night at his home, No. 575 Lexington-ave, from malignant malarial fever. He leaves two sons and three daughters. The funeral will be held at the Madison Avenue Methodist Episcopal Church to-morrow afternoon at 1:30 o'clock. Greenwood Cemetery will be the place of burial. Following are the names of the pali-bearers: Colonel George H. Starr. W. Bayard Cutting, W. H. Mason, Senator Stephen B. Elkins, Senator S. M. Cullom, John S. McLean, Andrew H. Green, Dr. Stephen Smith, Ex-Judge Jesse Johnson and Frank

John W. Ambrose was born in Newcastle,

S. Gannon.

John W. Ambrose was born in Newcastle, Ireland, January 10, 1828. At the age of fourteen years he came to this country, receiving his education at the New-York University and Princeton College. He was for a time a reporter. Subsequently he became associated with John S. Brown, who at that time had the centract for cleaning the city streets, and it was under his tutelage that Mr. Ambrose acquired a knowledge of the Street Cleaning Department. Under the administration of Mayor Hugh J. Grant he prepared a bill for the reorganization of the Department, which is in operation to-day.

Mr. Ambrose laid the first eight miles of pneumatic tubes for the Western Union Telegraph Company. These were the first pneumatic tubes used in the United States. He built the Second Avenue elevated railroad, from Chatham Spuare to the Harlem River, and the West Side elevated railroad from Seventy-fifth-st, to One-hundred-and-eighty-ninth-st, in 182 he became interested in the development of Brooklyn waterfront properties, and as a means of benediting that section he organized the South Brooklyn Railroad and Terminal Company and was elected its president. Ten years ago he began to study the facilities and needs of New-York Harbor. It is said that his efforts were largely instrumental in inducing Congress to pass the appropriation for the deepening of the channels.

At a special meeting of the Board of Directors of the Merchants' Association.

JOSEPH W. CLINCH.

New-York has lost another of the old Knickerbockers in the death of Joseph W. Clinch, which occurred on Monday afternoon at the home of his son, Frank M. Clinch, in Ninetleth-st., near Park-

Mr. Clinch was born on August 19, 1810, in Roose-Mr. Clinch was born on August 19, 1810, in Roose-velt-st. near Pearl-st, which was an aristocratic part of the city at that time. His father, John Clinch, was a prominent builder, with a family of five sons and four daughters. Joseph W. Clinch was a lifelong resident of this city. When ten years old he found employment with his brother, George Clinch, who owned a meat business in old Centre Market, at Grand and Centre sts. Young Clinch became proprietor of the business when twenty-one years old, his brother having retired. He married Miss M. Lavinia Molenaor, daughter of David William Molenaor, of an old Knickerbocker family, who at that time owned a large part of Harlem.

David William Molenaor, of an old Knickerbocker family, who at that time owned a large part of Harlem. While Mr. Clinch was in Centre Market he owned the live steer George Washington, weighing 3,721 pounds, that became famous. Among those who called to see him was Daniel Webster, who afterward became a warm friend of Mr. Clinch. Otherwisitors were General Winfield Scott, then commanding the United States Army, and General Lafayette. Mr. Clinch was one of the incorporators of the Dry Dock Savings Bank, and served as one of its directors for twenty-seven years. He retired from business many years ago. He was a cousin of the late Mrs. A. T. Stewart. Their fathers were brothers. Three sons and a daughter, the wife of J. M. Pollock, survive him, his wife having died some years ago. Although not a politician, he was much interested in politics, and never failed to cast his vote. He will be buried this morning in the Clinch plot in Greenwood Cemetery.

JOHN BURTON.

Portland, Me., May 16 .- John Burton, a prominent attroad man, died suddenly, of Bright's disease, at Peak's Island, last night. He was born in Lancashire, England, fifty-eight years ago. For a time he was private secretary of the general manager of the Grand Trunk Railway, and later was general freight agent of that road at Montreal. For the last four years he had been manager of the Jointraffe Association at New-York. Mr. Burton leaves a widow and several children.

AN EXCITING HORSE SHOW.

HAIR-RAISING PERFORMANCES NOT ON THE PROGRAMME.

JOHN S. BRATTON IN A COACHING MIX-UP-THE AWARDS FOR THE DAY.

It was John S. Bratton, the Irish-Canadian horse nan, who now halls from Kansas City, who enlivened the sport at the Open-air Horse Show yesterday. Bratton and C. F. Bates started from race to Manhattan Field, a \$200 cup offered by the incentive for speed. Bates drove his four-in-hand team to the 2,500-pound road coach Defiance, with nine passengers aboard, while Bratton's vehicle was a 1,500-pound body break, carrying six persons. The teams started up Fifth-ave, at a sharp pace. Bates in the lead. Near the Casino in Central Park the Westerner took advantage of his lighter load to set his team galloping on rising ground, and got the lead. Above the Park both turnouts bowled along at a smashing pace, the horses galloping nearly all the way up Seventh-ave. to One-hundred-and-fifty-third-st., where they were to turn to the left and make for Manhattan

Bates followed the prescribed course, and swung his coach and four into the show-ring just thirtytwo minutes after leaving the Waldorf-Astoria. Bratton, still having the lead, mistook the route, and did not turn until he reached One-hundredand-fifty-fourth-st. This made it necessary for him leaders slipped on the asphalt pavement, both pillars supporting the elevated railroad. Horses and harness were in inextricable confusion, and it was ten minutes or more before Bratton got the horses up and the turnout into the grounds piecemeal. Meanwhile the ribbon and the \$200 prize had been awarded to Bates. Bratton met another slight mishap later in the

afternoon, adding to the spirit of the miniature fox hunt which was one of the features of the second day's programme. When the Holloway hounds came out for the chase they were followed by a dozen or more men on horseback, one of whom was the redoubtable Bratton. In taking one of the jumps and just missed going over the animal's head. In trying to regain his seat he somehow pulled the bridle almost off, and for a moment the spectators hands. But Bratton coolly sat on the animal's withers as it galloped over the field, and, with deliberation and skill which called forth rounds of applause, he proceeded to readjust the bridle and buckle the throatlatch before he got back into the saddle again. A moment afterward he was up at the front in the hunt.

The class for women's park pairs proved to be the feature of the regular showing programme yesterday. Miss Belle Beach drove E. H. Wetherbee's handsome chestnut steppers, Lady Grace and Silver Spray, to a basket phaeton and won the prize over Donna. Mrs. Richard Donnelly held the reins over the Bates pair, driving them with care and skill to a handsome spider phaeton. Coxey, in single harness, defeated John S. Bratton's crack highstepper Sampson later in the day, greatly to the disappointment of some of the spectators. The

Class 21 - Hackney stallions, geldings and mares. First, \$50 and medal, H. C. Hoskier's ch. s. Brandon; second, \$25. Strauss & Hexter's br. g. Voltaire; third, John Arthur's br. g. Hemond Jublies; fourth, Theodore Offerman's br. m. Delight.
Class 19 - Hackney stallions, geldings and mares. First, \$50, F. C. Stevens's collection; second, \$40, F. C. Stevens's collection;

Class 82—Ponies not under 12 hands and not exceeding 3.1 hands, three-year-olds or over; shown under saddle. Tirst, \$35, Sidney Holloway's ro. g. Little Chappie; second, \$15, John S. Bratton's blk. g. Just-in-Time; third, diss V. Alexandre's ch. m. Countess; fourth, H. P. rame's h. m. Lottle. Class 25—Four of the get of trotting stallions, hackeys, thoroughbred or any recognized costching breed. Tirst, \$75, F. C. Stevens's collection, the get of Langton terformer; second, \$30, F. C. Stevens's collection, the get of Fandango.

First, \$15, F. C. Stevens's collection, the get of Langton Performer; second, \$30, F. C. Stevens's collection, the get of Fandango.

Class 11—Trotting road horses and road turnouts. First, \$15, John S. Bratton's blk. g. Wilbur, 2:12%; second, \$25, \$150, John S. Bratton's blk. g. Wilbur, 2:12%; second, \$25, \$151, John S. Bratton's blk. g. San Pedro, 2:14%; second, \$25, \$151, John S. Bratton's blk. g. San Pedro, 2:14%; second, \$30, Class 64—Four-in-hand cosent teams. First prize, Waldorf-Astoria Cup, C. F. Bates's team.

Class of pairs of park horses, exceeding 14.1 hands and not exceeding 15 hands. First, \$75, H. C. Hoskier's ch. g. Lord Brilliant and ch. g. Leutenant Wilkes; second, \$30, Ira A. Kip, Ir.'s, ch. m. Coquette and ch. g. Courrier; third, John S. Bratton's b, g. Will-II-I-Can and b. g. Never Did.

Cass 42—High-steppers exceeding 15 hands and not exceeding 15.2 hands: First, \$50, C. F. Bates's br. g. Coxey; second, \$25, John S. Bratton's bik. g. Sampson; third, John Arthur's b. g. Sir John A.; fourth, Strauss & Hexter's b. g. Defender.

Class 52—Ladles park turnouts, horses to count 60 per cent, carriage 20 per cent, appointments 20, per cent: First, \$75, B. H. Wetherbee's ch. m. Lady Grace and ch. g. Silver Spray; second, \$25, C. F. Bates's br. g. Coxey and br. g. Brown Donna; third, A. J. Nutting's b. g. Holly and b. g. Duke; fourth, Ira A. Kip, Ir.'s, ch. m. Coquette and ch. g. Courrier.

Class 76—Saddle horses, not under 15.2 hands, up to carrying 200 pounds. First, \$50, C. S. Phillips's b. m. Polonalis; second, \$25, C. L. Balley's ch. g. Russell; third, John Holloway's b. g. Bay Rum; fourth, J. S. Bratton's ch. g. Oyation.

John Holloway's b. g. Bay Runn; fourth, J. S. Bratton's ch. g. Ovation.

Class 66—Shetland ponies. First, \$35, T. L. Watt's b. m. Siy Dance; second, \$15, T. L. Watt, jr.'s, Monte Carlo.

Carlo.

Carlo.

Carlo.

Class 48—Brougham horses and turnouts. First, \$200 in plate. C. F. Bates's b. gs. Hi and High Tide; second, C. F. Bates's br. gs. Coxey and Brown Donna; third, C. F. Bates's br. gs. Confident and Candidate. Class 80—Qualified hunters. First prize, \$75, Hart Brother's ro. g. Richmond; second, \$25, Glendower Stock Farm's ch. g. Rurie; third, Hart Brothers's ch. g. Vulcan; four, John Holloway's ch. g. Tornado. Class 84—Green hunters. First prize, \$75, Miss May Murling's ch. m. Morsa; second \$25, Howard Willets's ch. g. Beverly; third, John Holloway's b. g. Royal Stag; fourth, J. G. Bratton's b. g. Inconstant.

There was a skiplet improvement in attendance.

fourth, J. G. Bratton's b. g. Inconstant.

There was a slight improvement in attendance yesterday. Some of those in the boxes and in the seats on the grandstand were Mr. and Mrs. J. Borden Harriman, Miss Salile Hewitt, Mr. and Mrs. J. Lee Taller, Mr. and Mrs. Saportas, Miss Anna Paulding, Senator-elect Chauncey M. Depew, Julian Stevens Ulman, Mr. and Mrs. Paul Gibert Thebaud, Eugene Reynal, Mrs. Henry L. Burnett, Guy Ward, Mr. and Mrs. J. Clinch Smith, Isaac Iselin, Alfred N. Beadleston, Louis Haight, Richard Potter, Marlon Storey, Hosea Perkins and Mr. and Mrs. Frederic Pay.

YACHTING.

THE NEW DEFENDER COLUMBIA TO BE LAUNCHED ON JUNE 8.

C. Oliver Iselin said yesterday that it had been decided to launch the Columbia, the new America's Cup defender, on June 8.

SHOES AND BOOTS FOR COLUMBIA'S CREW. C. Oliver Iselin, the manager of the Columbia the Defender, yesterday gave the National India Rubber Company, of Bristol, several orders which are interesting. The first is for 240 pairs of which are interesting. The first is for 240 pairs of yachting shoes. The number of men on each boat to be shod will perhaps be about fifty-five, or, allowing for a few pairs to be thrown in for luck, say sixty men, requiring two pairs each on each craft, bringing the number of pairs to exactly 240. These will be made with canvas tops and thick white rubber soles. For the ordinary purchaser a pair of yachting shoes makes a bad hole in \$5, and for a high-grade article the change back from a ten-dollar bill is not worth speaking of.

The next item is seventy-four pairs of high rubber boots for the crew of the Co.umbia. Of these, sixty pairs will reach to the top of the leg. These are some of the minor expenses, which are perhaps wholly unconsidered by the public, but which serve to show the cost of the defence of the America's Cup.

LARCHMONT VACHT CLUB AFFAIRS. The trustees of the Larchmont Yacht Club announce that the clubhouse will be opened on Saturday, May 27, for the yachting season of

Saturday, May 27, for the yachting season of 1899. The flag will be holsted and formally saluted at 4 p. m. Members desiring to return to New-York the same evening can do so by the 9:08, 9:52 and 11:29 trains. Dinner will be served from 5 until 8 o'clock. On and after May 15, 1899, the rules in reference to the admission of women will be enforced. The so-called "ladies' days" will be Thursdays.

The spring regatta of the club will take place on Saturday, June 17. The Regatta Committee is composed of John J. Lovejoy, chairman, Howard W. Coates and Frank Hardy.

THE CRAFT AND THOSE WHO SAIL THEM. Miss Susan de Forest Day has sent out cards for en "at home" to be given on board the yacht Scythian on Saturday, May 27, and another on Saturday, June 3, from 3:30 until 6 o'clock. The yacht is at anchor off Whitestone, Long Island.

Cord Meyer and John H. Meyer have bought the sloop Irex through F. B. Jones from T. J. Preston, The new owners will race the Irex in the Long Island Sound contests for the 48-foot class. Her measurements are: Over-all, 55 feet; waterline, 35 feet; beam, 14 feet; draught, 6 feet. She has only been sailed for one summer.

Several members of the Manhasset Bay Yacht Club have ordered one-design dories to be built for them. This is the fifth club that has ordered a dory flo-

The Jamaica Bay Yacht Club will be opened on Memorial Day. A new model-room, finished in hardwood, has been added to the new clubhouse, and some interesting models have been placed in it. A fleet of fifteen one-design dories have been finished for members of the club, and these will be drawn for by lot. Rear-Commodore Lipton has presented the club a marine glass used by his father on the United States vessel Constitution in her engagements in 1812. BILLIARDS.

SCHAEFER AND SLOSSON WORKING HARD FOR THE NEXT MATCH.

"Wizard" Schaefer and the "Student" Slossor both went to work in earnest last night practising for the 400-point cushion carrom match, to be held in the Lenox Lyceum next Monday night. The Billiard Academy, and last night played 200 points at cushions against Florian Tobias, the Knicker-bocker Athletic Club amateur. The feature of Schaefer's practice work was the wonderful gather ing of the ivory balls near the rail at one end of from corner to corner. In thirty-three innings the 25 and 23. Tobias scored only 30 points.

first being 250 points, with Dr. Mial, of the Knicker, bocker Athletic Club, in which the "Student" averaged 7 19-33, his best run being 42. Mial scored but

The second game was with Edward McLaughlin The second game was with Fdward McLaughlin, the professional, and was 150 points. Slosson's average for this game was 717-19, and his high run 31. McLaughlin averaged 43-19, with a run of 25 to his credit. The same style of open-table play was characteristic of the "Student's" practice last night, and his long drives were made with more confidence than was noticeable in his play against Schaefer. To-day Schaefer will play Harrison, of Chicago, in the afternoon, and Tobias in the evening at Ives's Academy. Slosson will continue practice with McLaughlin.

LAWN TENNIS.

PLAY FOR THE SOUTHERN CHAMPIONSHIP BEGINS IN WASHINGTON.

Washington, May 16 (Special).-The New-York players entered for the Southern lawn tennis championship, which opened here this afternoon, did not all find the Washington players so easy as they had anticipated. Paret and Cragin won their first matches without any difficulty, but both of the Grants, Louis J. and Wylie C., were beaten by their first antagonists. The former was not ex-pected to win, but Wylie, who recently won the interscholastic championship tournament given by Columbia, should have beaten his man and eventually reached the final. He got a lead of five games to two in the first set, and in the next was within two strokes of taking the set, but Wilson, who is an old Harvard expert, was wonderfully steady at the critical moments, and Grant put a lot of balls out of court, with the result that Wilson steadily pulled out what seemed like a surely lost match. Wilson has now an excellent chance of winning his way into the finals.

Both Paret and Cragin disposed of their men easily, and neither had to play a close set, although also be started to-morrow. To-day's scotes follows:

Championship singles (preliminary round)—H. G. Coburn beat i. J. Grunt, 5—6, 6—s. r. Geoglegali deaf z. z. Whiting, 6—0, 6—1; C. R. Wilson beat M. Thompson, 6—2, 6—8, 6—2; L. W. Gazebrook beat W. H. Hulde-keeper, 6—0, 6—1.

First round—N. T. Wilson beat W. C. Grant, 7—5, 9—7; C. Toby beat D. Eikins, 7—5, 7—5; F. P. Warfield beat P. I. Wadsworth, 8—6, 8—6; C. Gragin beat H. G. Ogden, 6—3, 6—1; J. P. Paret beat H. P. Cake, 6—3, 6—3; R. C. Hills beat B. R. Johnson, 6—1, 6—3.

Second round—J. P. Paret beat R. C. Hills, 6—1, 6—1,

ARMY AND NAVY ORDERS. Washington, May 16.-The following Army and

ARMY. Major JOHN G. BUTLER is detailed as a member of the Board of Ordnance appointed to test rifled cannons, vice Lieutenant-Colonel Frank H. Phipps, relieved.

Captain CHARLES B. WHEELER is detailed as member of the Board of Ordnance and Portification, vice Lieutenant-Colonel Phipps, relieved.

Navy orders have been issued:

Captain ANDREW H. RUSSELL is relieved from inspec-tion duty at St. Paul, Minn., and assigned to office of the Chief of Ordnance, Washington. Captain WILLIAM S. PEIRCE, in addition to duties at the Rock Island Arsenal, will inspect mortar car-riages at St. Paul.

the Rock Island Arsenal, will inspect mortar carriages at St. Paul.

Colonel JOSEPH P. FARLEY is relieved from command of Allegheny Arsenal, Pittsburg, and assigned to command Watervilet Arsenal, New-York.

Lieutenant-Colonel ISAAC ARNOLD, Jr., is relieved from command Springfield Armory, Massachusetts, and assigned to command Allegheny Arsenal.

Lieutenant-Colonel FRANK H. PHIPPS is relieved from command of New-York Arsenal, Governor's Island, and assigned to command Springfield Armory,

Major JOHN G. BUTLER is relieved from command of Kennelsec Arsenal, Augusta, Me., and is assigned to command New-York Arsenal, and detailed as president of the Ordnance Board, vice Lieutenant-Colonel Phipps.

Major DANIEL M. TANION.

Major DANIEL M. TAYLOR is relieved from duty at Springfield Armory and is assigned to command Ken-

Captain ANDREW S. ROWAN, 19th Infantry, is relieved as assistant mustering officer in connection with the muster-out of volunteer troops at Savannah, and will Join his regiment. Captain THEODORE B. HACKER, commissary of sistence, will proceed from Clenfuegos, Cuba, to Ne York City for further orders.

Captain WALTER D. M'CAW, assistant surgeon, in addition to duties as surgeon at Fort Porter, New-York, is assigned as examiner of recruits in Buffalo, Acting Assistant Surgeon JAMES F. DUNSHIE is releved at Camp Meade and will proceed to Havana for assignment.

assignment ELMER A. DEAN, assistant surgeon, is relieved at Fort Snelling, and will proceed to St. Paul as attending surgeon and examiner of recruits.

The following transfers are made: First Lieutenant MURRAY BALDWIN, from the 11th to the 18th Infanity; First Lieutenant FRANCIS P. SIVILDER, from the 18th to the 11th Infanitry, Company F.

First Lieutenant JAMES D. GALLUP, 1st Wyoming Infantry, is honorably discharged by reason of physical disability.

Chaplain HENRY SWIFT is relieved at Fort D. A. Rus-sell, Wyoming, June 15, and will proceed to San Francisco and to Manila for assignment as chaplain of one of the Regular regiments. Major ALFRED C. MARKLEY, 24th Infantry, is detailed as member of the Examining Board, vice Major Fran-cis Moore, 5th Cavalry.

The following transfers are made in the 1st Cav-alry: First Lieutenant ROBERT SEWELL, from Troop M to G: First Lieutenant WILLIAM YATES, from Troop G to M.

Captain †RA L. FREDENDALL, assistant quartermaster, will proceed to New-York City as quartermaster and acting commissary of subsistence on the transport Ingalls, to relieve Major Thomas Cruz, quartermaster. Major Cruz will proceed to Washington and report to the Quartermaster-General.

NAVY.

Captain G. C. REITER, detached as inspector in charge Thirteenth Lighthouse District, June 10, and to duty as commandant Puget Sound Naval Station. Rear-Admiral G. W. SUMNER, to duty as commandant of Port Royal Naval Station June 1. Captain C. H. ROCKWELL, detached as commandant of Port Royal Naval Station June 1, and ordered home on waiting orders.

Captain J. G. CREEN, detached as commandant of Puget Sound Naval Station June 10, and ordered home on waiting orders. Ensign R. S. DOUGLAS, to torpede station, Newport, Passed Assistant Engineer B. S. KELLOGG, detached as inspector of engineering material, Harrisburg, and to Navy Yard, New-York.

Lieutenant E. E. CAPEHART, to torpedo station, New-port, June 10. Naval Cadet W. T. TARRANT, detached from the Resolute and ordered to the Texas.

RETIREMENTS AND PROMOTIONS. Washington, May 16 .- Colonel E. P. Pearson, 10th

Infantry, serving in Cuba, and Major Hugh Brown, 12th Infantry, were placed on the retired list today on their own application after thirty years' service. These retirements have resulted in the promotion of Lieutenant-Colonel E. P. Ewers, 9th Infantry, to be colonel 10th Infantry; Major Charles A. Coolidge, 7th Infantry, to be lieutenant-colonel 3d Infantry, and Captains Willis Wittich, 21st Infantry, and W. H. W. James, 24th Infantry, to be majors. GOLF.

DUNCAN EDWARDS AND MRS. WILLIAM

BEARD WIN THE FOURSOME TOUR-NAMENT AT DYKER MEADOW.

An interesting foursome tournament took place yesterday at the Dyker Meadows Golf Club, and. in spite of the rain in the afternoon, seventeen pairs were able to finish before dark. The contest was the first of the kind that has taken place there this year, and, though some of the women was the first of the kind that has been been there this year, and, though some of the women were not in their best form, the scores were st-ceedingly creditable. Mrs. William A. Putnam presented the prizes for the winning pair, which proved to be Mrs. William Beard and Duncan Ed-wards. Second place was won by Miss Madeline Chauncey and A. L. Norris, The cards follow: Mrs. William Beard and D. Edwards:

NOTES OF THE LINKS.

Team matches are going to be a prominent feature at the Englewood links this season, and in order to create a wider interest in them among the mem-bers Dr. J. A. Wells, the captain of the team, has arranged a novel method of selecting his men. arranged a novel method of selecting his men.
Ten days before a match is to take place the names
of a provisional team are to be posted in the clubhouse, and these men may be challenged by other
members who, if successful, are substituted on the
list. The only conditions are that the challenger
must have a handicap under nine and he is not to
be permitted to challenge any one whose handicap
is five or better. So far an attractive list of team
matches has been arranged, which should stimulate
the zeal of every member of the club. The dates
are as follows:

May 27-Staten Island Cricket Club, at Englewood. June 10-Richmond County Country Club, at Statisand. June 21-Interclub mixed foursome with the North Jer

ey Country Club, at Paterson.
June 24—North Jersey Country Club, at Englewood.
July 1-Tuxedo Club, at Englewood.
July 19—Interclub mixed foursome with the Richmond Country Club, at Staten Island, July 29-Richmond County Country Club, at Engle-wood.

The latest arrival among the scores of professionals who have come to this country from Scot-land this spring is Robert Braid, father of George land this spring is Robert Braid, father of George Braid, who is the professional of the Kansas City Golf Club. The elder Braid arrived on the Campania on Saturday and left for Kansas City on Monday to take charge of a new course recently established there by his son. Up to the time of his present engagement Braid was an amateur of considerable repute at the St. Andrews Golf Club, of Scotland, where he has won many important matches. It was the glowing accounts of the success to be won in this country that led him to give up his amateur standing and accept a position with the Kansas City club.

The Nutley Golf Club will open its course on Memorial Day with a members' tournament at medal play. On Saturday the Nutley team is to meet the Staten Island Cricket Club's team at Nutley.

(For other sporting news see fourth page.)

SEVERE WIND AND RAIN STORM IN ORIO. Toledo, May 16 .- One of the worst wind and r storms in years was experienced in Toledo and all over northwestern Ohlo to-day. Several small boats on the river were capsized. In the city number of plate-glass fronts were blown in a other damage to a considerable amount done

Youngstown, Ohio, May 16 .- A severe windstorm struck this city this afternoon, blowing down chimneys and poles and badly crippling telephone, service. A new house, nearly completed, was blown down, four carpenters being caught in it. John Craig had both legs broken and will be crippled for life, and the other three men were badly bruised.

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it strong and healthy, filled with the elements that keep body, brain